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COUNTRY

Germany (GDR)

TOPIC

Puetnitz Airfield

REPORT NO.

PAGES 2 ENCLOSURES (NO. & TYPE) two sketches on ditto

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REMARKS

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1. About 300 Soviet Air Force troops who arrived at Puetnitz airfield by rail during the night from 4 to 5 October 1951 were quartered in the buildings north of the field which had been evacuated by refugees. The soldiers cleaned the destroyed hangars where truck [REDACTED] was also observed. Construction material which arrived for the reconstruction of one hangar included 14 carloads on 27 September and 10 carloads on 4 October. (1)
2. The runway was completed on 7 October. The last 400 meters of the eastern end of the runway were raised to 1.2 meters above the surface of the surrounding area. Work was nearing completion on a connecting lane which led from the east end of the runway to the taxiway. The connecting lane, 15 x 490 meters, was covered with concrete slabs each 3.5 x 5 meters. A dispersal area 40 x 80 meters, north of the connecting lane, was covered with concrete slabs 4 meters square. Another dispersal area, 40 x 100 meters, was under construction about 300 meters north of the west end of the runway. (2)
3. For one square meter of concrete 15 cm thick the following material, which was measured in wooden boxes, was required: 270 liters of gravel, 160 liters of crushed stones, and 70 liters or one sac of cement. The concrete cover topped a 30-cm layer of rolled gravel. The subsoil of the runway consisted mostly of sand. Loamy spots were filled with gravel to a depth of up to one meter. The drainage pipes on both sides of the runway were completed.
4. A total of 22 brick buildings, including two buildings for officers and one known as Kulturhalle, were observed at the field. The spur track from Damgarten railroad station was being extended to the southwest by 500 meters and was scheduled to run as far as the fuel dumps. The course of the track was already staked off. No construction material arrived on the spur track except for cement which came from the Nienburg-Saale Cement Plant. There were two underground fuel dumps, each covering an area of 40 x 150 meters and provided with eight containers. (3) The site of one dump was paved while the site of the other dump, which was directly east of it, had a grass cover. The two dumps were probably connected to each other. Two manholes, about 2.5 meters apart, which were closed by steel lids 1 x 1.5 meters, gave access to each container.

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5. On 13 October, about 1,600 laborers were employed at the field. About 200 other men had been transferred to Jderberg for bridge and railroad construction. The Soviet labor unit had moved from the tents into brick buildings. The unit was engaged in grading work in the eastern extension of the runway and in the area between the taxiway and a new runway. Truck [REDACTED] which belong to this unit was used for supply runs. The Soviet construction supervisor used sedan [REDACTED] Kolbig (inu) was the German supervisor at the field. Work at the field will probably be completed by mid-November 1951. After completion of the work the laborers of Maunich Baron are allegedly to be transferred to Tutow or the Isle of Ruegen for airfield construction. (4)

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6. On 18 October, about 100 Soviet Air Force troops were quartered at the field. Aircraft were expected to arrive after 20 October. (5)

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- Comments.
- (1) It has not been determined whether the newly arrived 300 Soviet Air Force soldiers are to increase the strength of the labor unit of about 100 men or whether they are the advance party of a unit which is to occupy the field after its completion.
 - (2) For layout sketch of airfield, see Annex 1. The hangars, barracks buildings, and all the other installations at the field coincide with wartime records and, therefore, is believed to be correct. The statement that the east end of the runway extended 1.2 meters above the surface of the ground is credible because the terrain of the field inclines to the east.
 - (3) For sketch of fuel dumps, see Annex 3.
 - (4) The transfer of workers from Ruetnitz to Jderberg is reported for the first time. The German supervisor is the third reported within a short period of time. Rother was reported as the German construction supervisor on 16 September 1951. Information on the intended construction of an airfield on Ruegen Island and the transfer of laborers for this construction was previously received from Wolzow airfield, [REDACTED]. The rumor that laborers were to be transferred to Tutow was also previously reported.
 - (5) According to the status of construction, an occupation of Ruetnitz airfield after late-October 1951 appears possible.

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